NPS Form 10-900
(Oct. 1990)

31N SE 15,16,21,22

OMB No. 10024-0018

United States Department of the Interior
National Park Service

SN 350

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Naval Auxiliary Air Station, Arlington

other names/site number Arlington Air Station; NAAS Arlington; Arlington Municpal Airport

2. Location

street & number Airfield & hangar complex at Arlington Municipal Airport, 18204 - 59th Drive N.E. ☐ not for publication

city or town Arlington ☐ vicinity

state Washington code WA county Snohomish code 061 zip code 98223

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☒ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

Mary M. Lampman 5/18/95

Signature of certifying official/Title Date

State of Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is: Signature of the Keeper Date of Action

☐ entered in the National Register.
☐ See continuation sheet.

☐ determined eligible for the National Register
☐ See continuation sheet.

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:)

Naval Auxiliary Air Station, Arlington
Name of Property

Snohomish County, Washington
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☐ private
- ☒ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

- ☐ building(s)
- ☒ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
3		buildings
		sites
3		structures
		objects
6		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions
(Enter categories from instructions)

DEFENSE/Air Facility
TRANSPORTATION/Air-related

Current Functions
(Enter categories from instructions)

TRANSPORTATION/Air-related

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: Military Air Field/Base

Materials
(Enter categories from instructions)

foundation concrete
walls wood, shiplap siding
asbestos, shingles
roof composition
other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

Naval Auxiliary Air Station [redacted]ngton
Name of Property

Snohom[redacted]nty, Washington
County and [redacted]

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [x] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A owned by a religious institution or used for religious purposes.
- [ ] B *removed from its original location.*
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

MILITARY
COMMUNITY PLANNING & DEVELOPMENT
ARCHITECTURE

Period of Significance

1942-1945

Significant Dates

1942-1945

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Osberg Company; Austin Company;
Gaasland Company; Parker & Hill;
George W. Stoddard & Associates

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibilography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [ ] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a *National Historic Landmark*
- [ ] recorded by Historic American Buildings Survey # _____
- [ ] recorded by Historic American Engineering Record # _____

Primary location of additional data:

- [ ] State Historic Preservation Office
- [ ] Other State agency
- [x] Federal agency
- [ ] Local government
- [ ] University
- [ ] *Other*

Name of repository:
National Archives, Pacific NW Region

Naval Auxiliary Air Station Arlington
Name of Property

Snohomish County, Washington
County and State

10. Geographical Data

Acreage of Property 1160 acres

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1			
2			
3			
4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

N 48° 09' 60"
W 122° 09' 12"

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Robin Abrahams & Anne Van Dyne, Principals

organization Abrahams Architects & Tangent date March 23, 1995

street & number 303 East Pine Street telephone (206)447-9775 or (206)382-7288

city or town Seattle state WA zip code 98122

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name City of Arlington, Arlington Municipal Airport

street & number 18204 - 59th Drive N.E. telephone (206)435-8554

city or town Arlington state WA zip code 98223

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

NARRATIVE DESCRIPTION

General Setting: The Naval Auxiliary Air Station at Arlington is located in the broad Skagit Valley, approximately 2.5 miles southwest of the town of Arlington. In this setting of farmlands, isolated farmhouses and barns, amid pockets of densely wooded evergreen forests, the airfield is interwoven with the fabric of this rural setting. Naval maps dating from 1943 and 1945[1] show many barns, farmhouses and chicken houses on properties immediately adjacent to the airfield. Interviews with residents[2] of Arlington during the period of significance also tell of the chicken and dairy farms around the air field. To the west, open fields and forested areas with a section grid of rural roads reflect an unchanged setting. The airfield has remained the site of continuous aviation activity since 1934 and today remains in active use as an municipal airport under the City of Arlington.

The site includes the three historic runways along with historic buildings generally constructed along the eastern edge of the main north-south runway. Eleven of these historic military operational and support buildings from the period of significance, 1942 to 1945, remain. The historic district is composed of 3 (of the 11 extant) wood frame airfield buildings and 3 associated site structures. Though a number of non-historic T-hangars and light industrial buildings have been constructed in the area over time, the historic layout of roads, buildings, and runways remain. New construction since the period of significance has been a process of filling in the voids. The nominated historic district is the "heart" of the air station. The original warm-up apron, adjacent runways and taxiways, hangar, engine maintenance/overhaul building, ground training building, and open work areas remain in their original locations on the site and are in generally good condition with little alteration over time.

Historic District: Historic photographs and maps from 1943-45[3] indicate that structures at Naval Auxiliary Air Station Arlington were constructed to the east of the main north-south runway. The core of existing historic buildings --- the hangar, the engine maintenance/overhaul building and the ground training building --- are grouped to the south end of the building site and are linked to the surrounding site with a system of roadways. The site was developed with a logistical connection to the main rural north-south road and adjacent parallel railroad tracks. The air station was designed with a formal organization of perpendicular main and secondary roads adjacent to the airfield. Residential and support functions were grouped near the gatehouse entry; operational functions of the airfield were located in a complex south about a half mile away along one of the main base roads. Each distinct group of buildings was originally surrounded by trees, serving as strategic camouflage for military activities. The original forest massing evident in historic photographs[4] has generally been retained.

The architectural style of the military buildings at Naval Auxiliary Air Station was utilitarian: they were designed and built for function. The form of the buildings in the hangar complex (hangar and engine maintenance/overhaul building) clearly reflect their specialized needs in servicing aircraft. All the barracks buildings and similar support buildings had great uniformity despite their differing uses. The style of the original buildings, simple rectangular gabled forms, are reminiscent of military bases across the country from this period. The buildings at Arlington reflect two different building phases. The earlier phase of construction (1942-43) is characterized by domestic or rural scaled detailing; the firehouse and even the airplane hangar, despite its massive form, are examples of this type, each originally sheathed in wood shiplap siding with human scaled multi-paned wood sash window openings with painted trimwork. The latter phase

(1944-45), exemplified by the engine maintenance/overhaul and ground training buildings, is characterized by a more urban, industrial aesthetic with monochromatic large scale asbestos cement siding and windows massed together in a window wall expression. Most buildings from both phases of construction share a stripped down simplicity in their large scale box-like forms. In striking contrast to the rest of the site, the three Married Officers' Quarters, ordinary sized houses, appear miniscule. Uniformity and a lack of decoration define the style of the historic buildings on the site. The builders had a consistent level of workmanship in the construction of utilitarian exterior shells; they show a crafted ability to assemble exposed heavy timber structures within. Though there may have been little intent in making a design statement, the designers and builders of these buildings produced assemblages of heavy timber parts with a lasting beauty in their structural forms.

The physical appearance of the Arlington Air Station is a direct result of a centralized effort in planning, design and construction; the base was built and functioning within 6 months of its conception. Arlington Air Station, like others across the nation, was constructed to carry out an immediate military need. Its appearance is reflected in similar facilities at Naval Auxiliary Air Stations: Shelton, Quillayute, Tilamook, and others in the region[5].

The historic site layout of the Naval Auxiliary Air Station Arlington remains. Construction after the period of significance has created infill to this established site plan within the nominated historic district. The base buildings still extant include the hangar, engine maintenance/overhaul, and ground training buildings. Historic structures of the original warm-up apron, runways/taxiways and boresight range remain today with little alteration over time. Adjacent to the nominated district, many operational and industrial buildings remain in existence and are occupied with similar uses. The original NAAS Arlington Public Works Department Building and Transportation Building currently house airport maintenance functions. The original Administration Office has been altered to house the Arlington firestation. The original Supply Building has been greatly altered into its current use as a school. The original Fire Department building located along the main runway is today unoccupied and remains generally unaltered except for the removal of its fire tower. And the original three existing Married Officer's Quarters on a circular wooded drive remain and are currently used as private residences. All barracks and similar support buildings are gone.

The significant change in appearance of the site is not in the visual appearance of individual buildings, but rather in the extent of new infill (generally aviation related) industrial buildings on the site. Arlington Air Station had been a self-contained operation during its period of significance between 1942 and 1945. The general good condition of the site is due in part to the Arlington base being placed on caretaker status after the end of World War II. A small crew took care of the operations related buildings until 1960 when the airport was turned over to the City of Arlington. For the last 35 years a variety of leases to private tenants have left their mark on the original buildings, but with few major alterations. Weathering damage is evident throughout, but there is little structural damage. No apparent restoration or rehabilitation has taken place to the buildings on the site.

The hangar, engine maintenance/overhaul building, ground training building and adjacent staging area, warm-up apron, runways and taxiways are the most important contributing buildings and structures on the site; together they make up the historic district. The quality that

distinguishes this site is its original and continuous function as a working airport with the facilities that support it.

Significant Buildings and Structures: The hangar, in its original location, was constructed in 1943 by the Austin Company, the firm responsible for the first major wave of construction at the site. The hangar is a one-storey wood frame structure with a shallow bowed roof flanked on the east and west with two-storey office spaces; the single loaded office corridors have relite windows overlooking the interior of the hangar space below. The entire building measures 165 feet across east to west, and 121 feet across north to south. The building exterior is faced with horizontal 7" exposure shiplap wood siding covered over with large scale asbestos cement shingles. Multi-paned windows light office spaces within the two flanking office wings of the building. Offices located along the west view out to the warm-up apron and runways beyond. Large sliding doors, scaled for airplanes and equipment, provide access to the hangar. The interior space of the hangar is artificially lit, and some of the original light fixtures are intact. The open interior of the hangar includes about 12,342 square feet of floor space, measuring about 18 feet vertically to the bottom chord of the heavy timber wood trusses above, and 31 feet tall at the highest point of the bowed exposed wood member ceiling above. The exposed original heavy timber structure of the hangar building is its most notable characteristic.

The interior beauty of the open bowed span (102 foot clear span) of the hangar is expressed in its original and intact elements: heavy timber supports, bowed trusses, steel bolted plate connections (at truss splices) and steel rod cross bracing with turn buckle tighteners, all exposed and unpainted. Visually, the condition of these impressive structural members appears to be excellent. A minor change to the hangar interior is the addition of a new layer of sheetrock applied between the hangar space and the adjacent office spaces; this change has little visual impact. The office spaces also appear to have retained their integrity. Most walls and wood doors, and some light fixtures are in original locations and the condition of most elements are generally good.

Primarily due to weathering, the exterior has borne more transformation over time than the interior. The south side of the building shows the most deterioration; some siding and the original two-storey hangar door with its heavy timber and diagonal wood clad hangar doors is still in use today. These materials are in need of repair from weather damage and human alteration, yet all structure appears to remain intact. The sliding door mechanisms appear to be original and in good working order. With little visual damage to the overall building, a few windows have been altered in office space at the northwest corner of the building.

Located directly south of the hangar, the engine maintenance/overhaul building was primarily used for airplane engine repair. This light and airy structure, a tall one-storey flat loft building with low pitched wings and a taller parachute loft at the rear, is a clear example of a small industrial hangar. Its tripartite form of a central vertical loft flanked by lower sides, expresses its original main function of airplane engine maintenance. The exterior is sheathed in large scale asbestos cement shingles. Industrial wood sash windows and clearstory windows bring natural light into the building. Many windows are in need of repair. Two rows of ribbon windows on the east elevation replace original windows. The roof has a nearly flat shallow gable. The engine maintenance/overhaul building has its original exposed heavy timber structure intact complete with massive 11" x 25" timber beams, diagonal wood struts, wood roof framing and diagonal blocking. Interior details demonstrate a further expression of the building's original function. Down its central spine is a steel channel with cabling supports for a hoist to lift and pull parts and

machines into the building. Original light fixtures and concrete floors remain. An addition to the building's back (south) side alters the overhaul building, but could be removed without damaging the overall visual integrity of the original building.

The ground training building was designed by Parker & Hill, a Seattle architecture firm, to accommodate a fifty man training school. It is a low slung single gable form much like the majority of the station's original buildings. However, the window massing has a more urban, industrial feel. Transom windows above and around the doorways create the image of larger scaled entrances more in keeping with the overall scale of the building. The original asbestos cement siding remains; most windows and doors also remain. The current tenant, a lumber products factory, has built new interior sheetrock partition walls throughout. However, aside from a vent duct which penetrates to the exterior, these interior modifications have made little major alteration to the building's physical structural integrity. Lack of general maintenance is evident in the building's deteriorated roof and possibly roof structure. A modern addition to the building's back (south) side alters the ground training building, but could be removed without damaging the overall visual integrity of the original building.

NARRATIVE STATEMENT OF SIGNIFICANCE

The Naval Auxiliary Air Station, Arlington made a substantial contribution to the development of American air power during World War II, 1942-1945. This military base, one of 48 Naval auxiliary air stations built around the country during the War, provided basic and advanced flight training for naval aviators. The airfield, hangar complex and other related buildings collectively help recall this most gripping and dramatic period of American history. The cohesive architectural style of the air station is classic World War II; it is the standard blueprint. In fact, a large portion of the base was designed/built by the Austin Company who became the nation's premier World War II military design/build firm. The air station at Arlington is a good example of the once common, but rapidly disappearing, World War II military bases.

Historical background: The history of the site as an airfield began in 1934 when the City of Arlington applied for WPA funds to construct an oiled dirt runway on 200 leased acres of a chicken farm. The City had a 5 year lease-option on the property and they were determined to maintain the runway and build an airport, but they lacked the necessary funds. In 1939, with the prospect of losing the lease, the City lobbied Congressman Henry Jackson to tout the availability of Arlington's runway to the military. The threat of impending war precipitated the Navy's interest and Congressman Jackson was finally able to telegram the City of Arlington that the U.S. Navy would buy the airfield for potential use. In August of 1940 the Naval Reserve Air Base officials in Seattle completed arrangements for the lease of Arlington airfield as an outlying practice field to ease the overflow from Naval Air Station, Seattle. A small air traffic control room and living quarters were built.[6]

The history of this military base parallels the history of the Second World War. It was acquired by the Navy as a part of a slowly growing military build-up. With the devastating Japanese strike at Pearl Harbor, the U.S. plunged into war not only with Japan, but Germany and Italy, as well. The seemingly relentless Japanese advances into the Pacific and their air power superiority created a national state of emergency.[7] In 1942, with the Japanese invasion of the Aleutian Islands, there was an urgent need for strategically located Army airfields in the Pacific Northwest. Arlington was chosen as a medium bomber base, and the Army took over the base in April of '42.[8] The Army bought additional land, and began construction of two 5000' x 150' runways with connecting taxiways. A small shop and operations buildings, a 50' control tower, a well and water storage tank, and living and messing facilities for 450 officers and men were added. Construction of the airfield continued into 1943 by the Osberg Construction Company from Seattle.

As the Japanese threat in the Aleutians began to ease, the Navy continued to expand its carrier program for the Pacific, and the Navy needed additional training fields. The Army's need for the site was decreasing,[9] and consequently, the Navy took over at Arlington in November of '42[10] to develop an auxiliary air station for advanced flight training. During the opening phases of the War in the Pacific, the U.S. Navy relied on the Grumman F4F Wildcat fighter to combat the standard Japanese carrier fighter, the famous "Zero".[11] Arlington was to specialize in the advanced aviation training of the F4F's and other fighter aircraft.[12]

The Navy developed plans for the construction of 8 enlisted barracks, 2 bachelor officers quarters, a dispensary, theater-recreation building, ship's service, mess hall, central heating plant, supply warehouse, and hangar.[13] The Austin Company from Seattle took over the construction contract

in March, 1943. They mobilized up to 425 construction workers at one time to build the barracks and other structures.[14] The Navy purchased all the facilities, including the land and runways, that had been built at Army expense. A joint use agreement was established in the event that the Army needed use of the facility.[15] By May of 1943, the main runways and taxiways were completed and in limited use.[16] The Naval Auxiliary Air Station Arlington, only about 50% constructed, was officially commissioned on June 26, 1943.[17] By September, 1943, the Austin Company had completed their work and departed the site.[18]

At this same time, 1943, "American industrial capacity had begun to affect the conduct of the air war in the Pacific...equipped with better ships and better planes and using new tactics gleaned from combat experience, naval aviation relentlessly seized the initiative."[19] The dramatic importance of the advanced training that was provided at Arlington and similar auxiliary bases that surrounded the Naval Air Stations at Pensacola, Florida and Corpus Christi, Texas was becoming apparent. American pilots received approximately two years of intensive training before combat duty. In contrast to this extensive training of American fliers, the Imperial Japanese Navy fliers frequently received little more than six months training. This growing superiority of American equipment and combat techniques was demonstrated in the later air battles in the Pacific, such as the Battle of the Philippine Sea in June of 1944, where the proportion of Japanese aircraft lost compared to U.S. became over 9 to 1.

In the fall of 1944, a general expansion of the Station's operations was approved and funded. The overhaul building with its complementary armory, radio/radar building and paint shops were constructed and a detachment of about 500 enlisted men and officers were stationed at Arlington to provide maintenance and repair of aircraft. A ground training building was constructed, as well as a battery of industrial buildings, such as public works and transportation. All of these later buildings were designed and built by the Gaasland Construction Company. A new runway was approved and constructed to eliminate an operational hazard of crosswind landings.[20] On August 14, 1945 Japan surrendered to the Allies and by the end of that same month, all the new improvements at the Station were complete, as well. The dirt roads that had caused dust problems earlier in the war were now paved and even a greenhouse was built to provide flower borders around the buildings.

The station was now capable of training two squadrons at a time for both day and night flying, as well as providing specialist training for gunnery. In 1945 The Arlington Times described the Ground Training Program at Arlington: "An outstanding program of ground training, drilling pilots and combat aircrewmen in flight and gunnery problems simulated by use of special devices, including the Link trainer and others still on the confidential list, has been developed at Arlington. . . The entire fixed gunnery syllabus originated here has been adopted by the Naval Air Bases command."[21] By war's end, the Air Station at Arlington had provided over 3,000 officers and enlisted men with advanced flight training.[22]

Character of the Site: Naval Auxiliary Air Station, Arlington was an active military base from 1942-1945 and in caretaker status until 1960. The airfield, buildings and adjacent properties are now owned by the City of Arlington with the historic warm-up apron, runways, and taxiways forming the heart of the Arlington Municipal Airport. The hangar complex --- hangar, engine maintenance/overhaul building and ground training facility --- are the pivotal historic

buildings. Adjacent to the nominated historic district, there are eight other extant buildings from the Naval Auxiliary Air Station, Arlington. The architectural style of the historic buildings reflect two phases of construction. The earlier style from 1942 has a rural, barnlike quality with its wood shiplap siding and domestic scaled multi-paned windows. This style is similar to the local earlier-dated Boeing "Red Barn" and early buildings at Langley Field in Virginia. The later phase of building at Arlington from 1944-45 has a more industrial feel with massed ribbon windows and large scale asbestos cement siding. Both earlier and later building types share a uniformity in their simplicity of form and lack of ornamentation. The planning of the site is an essential element of the historic district. The Air Station had an efficient site plan with a functional organization of buildings and site structures.

Historic and Architectural Cohesion: The nominated district conveys a strong sense of historic and architectural cohesion. The simple gabled forms of the buildings housed a wide variety of functions from dispensary to barracks. World War II photos of this station's buildings[23] show a striking uniformity to each other and to others at other regional auxiliary air stations.[24] Naval Auxiliary Air Station, Arlington was a small part of a massive worldwide construction of American military bases, each sharing a stylistic similarity in its spare utilitarian aesthetic combined with a logical layout of service functions.

Conveying a Sense of Time and Place: The hangar complex, in particular, with its adjacency to the apron and runways, complete with vintage aircraft and relic parts and pieces from the period of significance, convey a strong sense of the district's past WWII life. Although tattered by recent lack of maintenance and weathering, the massing, window types and materials of the hangar complex evoke a strong sense of its original use and vitality.

The form of the buildings in the hangar complex evoke images associated with the WWII development of air power. This imagery of aviation and its elements --- aircraft, hangars and pilots --- were seen over the front pages of newspapers across the country. The Pacific Northwest identified aviation production as an essential contribution to the war effort; many familiar aviation images, such as the Boeing "Flying Fortress" and "Rosie the Riveter" are still today associated with the particular time and place of WWII.

Arlington Air Station both Affected and Reflected Historical Developments: In the Pacific Northwest, the Arlington Air Station reflected the role that the outlying air stations (Arlington, Shelton, Quillayute, and Bayview of the 13th Naval Division) played in the development of advanced flight training.

As a community, NAAS Arlington was seen as the "baby" of the community; they had seen it grow from just a dirt strip to an organized and important military operation.[25] With its widespread community support, the Arlington Air Station was a leader in war bond sales; this indicates the importance of the war effort to the individuals of Arlington and the way that a small community rallied around in support of the effort. Because there were not enough stationed personnel to qualify for a USO, the community built a recreation club through donations and staffed it with "Junior Hostesses". As an enlisted man stationed here recently said, "All the guys liked Arlington the best," recalling the bottomless pitchers of milk donated by a local diary farm and the family dinners to which the enlisted men were invited.[26] Each week throughout the War, The Arlington Times ran a wire service photo/story of the war, a list of local boys inducted, and a front page

photo of anyone gaining military recognition or killed in service. Progress reports about the Air Station were front page headlines. The community of Arlington was clearly proud of "its" Air Station and the role that advanced aviation training played in the outcome of the war.

Non-contributing Features: The airfield's change in ownership from military to civilian has diversified the original architectural and historical cohesiveness of the air station. There has been extensive infill development since 1960. The rows of T-hangars and light industrial buildings have obscured the former clarity of the air station's site planning and spatial organization; they contribute to the loss of some of the original character of the Air Station. The roadway system and the operational support buildings, are historic, with either minor or no alterations, but they have blended into the later, evolving fabric of the airport.

The pivotal buildings and structures of the nominated district--the three runways and warm-up apron with its adjacent hangar complex formed the core of the air station during its period of significance, and remains the central feature of the present Arlington Municipal Airport. The airfields and the hangar complex both convey a sense of integrity. The massive spatial volume of both the airfields and the buildings creates a critical mass of elements that can readily be perceived as the core of the historic air station. The simplicity of the elements --- the runways and apron with its vintage WWII aircraft, adjacent to the hangar building complex; the form and massing of the buildings here have a narrative content that recalls WWII associations.

The current change of use of the hangar buildings to a lumber products factory and warehouse is incongruous to the centrality of its location in the airfield. The lumber production utilizes a portion of the apron for staging and storage, improbably located next to several relic World War II fighter aircraft. Though the change in use does create a dissonant overlay, the buildings and setting have an inherent strength of historic imagery that is not subsumed by its current situation.

How the District Compares to Similar Areas in the Region and State:
Naval Auxiliary Air Station, Arlington was one of four auxiliary air stations of the Thirteenth Naval Command, headquartered in Seattle that provided advanced aviation training in the Pacific Northwest. Of these stations, only Arlington has a number of buildings and structures still existing from WWII. Apparently, at Quillayute, only the pavement is left; at Shelton, the hangar is existing, but significantly altered by a boat building operation; at Tillamook, the air ship hangar has been converted to an air museum. In Washington state, the Ellensburg Marine Corps training base has its hangar, but no buildings, and the Euphrata Army training base has three hangars and a few base buildings[27]. In Washington and throughout the nation, most of the small military facilities from WWII were converted to civil functions between 1960-64 and have essentially disappeared. Across the nation, there were 48 Naval Auxiliary Air Stations constructed and operated during WWII. Of these, only 9 are still associated with the Navy, mostly as outlying airfields. The historian at the Naval Air Museum at Pensacola, Florida suggests that nationally only a handful of auxiliary air stations might still have a concentrated body of extant buildings, structures, and airfield that would reflect the characteristics of the WWII bases.[28]

Attributes that possess information about times: This air station, as an historic district, possesses attributes that could contribute valuable information about military planning and development. From WWII era photographs in the Naval Archives, it is apparent that the buildings and runway layouts of the auxiliary air stations were quite similar, and the architectural style and building materials appear to be nearly identical. This air station could be a representative of a once common, but rapidly disappearing type --- a small, rural aviation training facility.

World War II is a key event of this century. In the Naval Archival Records, there is an extensive narrative history of the station, compiled during the period of significance. The narratives, photos, and other primary documents have left a detailed record of the military activities here. This material would be enhanced by the preservation of the pivotal buildings of the air station which would illustrate how the military designed and developed the physical structure of an air station.

The plans for many of the standard buildings, such as "Warehouse 20' x 100' wood" were drafted and stamped by the U.S. Corps of Engineers, Office of Chief of Engineers, Washington, D.C.--a standard blueprint that was built over and over again. Other more specific structures and needs were addressed by design/build firms. The Austin Company designed and built the transmitter building, an 80' water tank tower, pump house and sewerage system. Other structures, such as the commanding officer's residences and many plans for proposed buildings were drawn at the air station's own Building of Public Works. The buildings of the last historical wave of construction at Arlington were designed by the Seattle architecture and engineering firm, Parker & Hill. George W. Stoddard & Association, another Seattle firm, designed the roadway improvements and the boresight rangers during this latter phase. Important information about how the military formulated a set of needs and then developed resources to meet those needs is a part of the story of the development of naval aviation training, which was to become a critical factor in the outcome of the air war in the Pacific with Japan.

The Austin Company: It is historically significant that a large portion of the air station at Arlington was built by the Austin Company, the nation's largest builder of military aircraft plants at the time. The design and construction of the base buildings reflect the national significance of the Austin Company. Their famed "Austin Method" fused engineering, architecture and construction. Starting with a humble beginning in the late 19th century as the carpentry business of Samuel Austin, an English immigrant to the Cleveland area, the company has grown over the last century to establish not only a regional, but national and ultimately international reputation in design/build construction. As early as 1907, the Austin Company touted its "Austin Method" as "a way of planning, erecting, equipping and maintaining buildings. It makes you in effect your own architect, engineer and builder. . ." [29]

By the first World War, they had pioneered the idea of a series of standard factory buildings. By combining interchangeable standard units to address a variety of needs, the Austin Company anticipated modular construction. Standardization enabled them to build with speed and remarkable efficiency. "The Austin standard industrial building was the Model T

of the construction world. Both were inexpensive. Both were built in record time. Both were exceptionally long lived conceptions."[30] The company achieved fame for the design and construction of the Curtiss Aircraft Plant in 1918. The building --- 28 acres under one roof "completed in 90 working days, remained for many years the largest factory building in the world and a unique instance of early 20th century high wide-span construction."[31] The company went on to be the pioneer in the design of modern hangars, wind tunnels, dirigible mooring masts and complete airports in the Twenties and Thirties.

The company's reputation for speed and quality made it a natural for the WWII mobilization. The Austin Company "set the pattern."[32] The Arlington airstation was part of a $70 million contract that won the Austin Company the prestigious Army-Navy "E" Award, the first such award for construction in the the Pacific Northwest.[33] "The company has been commended for furnishing 'all that it takes to make a complete job --- engineering, management, construction.'"

The design and construction of the hangar at Arlington reflects the impact of the government's metal-conservation directives. Although the Austin Company's reputation for rapid construction was based on the use of structural steel, the Arlington hangar utilized an all-timber wide-span structure, similar to the Army aircraft plant (now the Chicago O'Hare Airport), the world's largest all-timber factory building that the Austin Company built in 1943 for the production of transport planes.

The Austin Company saw continued success in the post war era. Its regional Northwest office has been responsible for the majority of Boeing Company structures in Western Washington. Today the company has offices in 26 U.S. cities and 10 international locations, including western Europe, Australia and Japan.[34]

Restoration Plans: A vision of creating the Great Planes Flying Museum has prompted a group of dedicated flyers and vintage airplane enthusiasts to negotiate for a lease of the core of the Arlington Air Field historic buildings, including the original hangar, engine maintenance/overhaul building and ground training building. The current tenants of these buildings are vacating the property, and the Great Planes Flying Museum anticipates that they may gain a lease on this property from the owner, the City of Arlington, within the next few months. Their plans to create an aviation museum, complete with operating vintage aircraft, would add to the historic integrity of the district. Their vision includes the use of the hangar for its original aviation related function of airplane repair, restoration and storage; the Great Planes Flying Museum will display and fly vintage aircraft. The new use of the historic buildings at the site would have a continuity in its aviation related use, with a particular emphasis on the period of significance of World War II. The Museum organizers have an obvious respect for the original buildings; they plan to repair and generally restore the historic structures. The first restoration plan for the original buildings includes the removal of asbestos siding on the hangar to reveal the original wood shiplap siding. There are no plans for major alterations other than the removal of modern additions from the back sides (south elevations) of the engine maintenance/overhaul building and the ground training building. The Great Planes Flying Museum will be open to the public as an informal educational and recreational facility.

This proposed restoration would enhance the airfield which already has an historic, rural quality--the airfield is still surrounded by the farmlands and the wooded forests of the Skagit Valley. It has become a center for hobby aviation with air shows, ultralights and vintage aircraft restoration. The Prop Stop Cafe overlooks the runways and is frequently filled with fliers and airplane buffs.

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[1]National Archives, Pacific NW Region, 6125 Sand Point Way, NE Seattle, WA 98115
[2]Yost, Harry and Sylvia Dycus, Arlington residents during period of significance.
[3]National Archives, Pacific NW Region, 6125 Sand Point Way, NE Seattle, WA 98115
[4]Photographs by Ellis, Stillaguamish Valley Museum
[5]National Archives, Pacific NW Region, 6125 Sand Point Way, NE Seattle, WA 98115
[6]National Archives, Pacific NW Region, 6125 Sand Point Way, NE Seattle, WA 98115.
[7]Bilstein, Roger E. Flight in America (Baltimore: Johns Hopkins University Press, 1984), p. 133.
[8]Arlington Times, June 24, 1943.
[9]National Archives, Pacific NW Region, 6125 Sand Point Way, NE Seattle, WA 98115.
[10]Arlington Times, November 26, 1942.
[11]Bilstein, Roger E. Flight in America (Baltimore: Johns Hopkins University Press, 1984), p. 149.
[12]Dycus & Yost
[13]National Archives, Pacific NW Region, 6125 Sand Point Way, NE Seattle, WA 98115.
[14]Arlington Times, May 6, 1943.
[15]National Archives, Pacific NW Region, 6125 Sand Point Way, NE Seattle, WA 98115.
[16]Arlington Times, May 27, 1943.
[17]Arlington Times, June 24, 1943.
[18]National Archives, Pacific NW Region, 6125 Sand Point Way, NE Seattle, WA 98115.
[19]Flight in America, P. 150
[20]Arlington Times, October 12, 1945.
[21]Arlington Times, September 6, 1945.
[22]Seattle Star, September 6, 1945
[23]photos, Stillaguamish Valley Museum
[24]National Archives, Pacific NW Region, 6125 Sand Point Way, NE Seattle, WA 98115.
[25]Arlington Times, September 6, 1945.
[26]Oral interview, J. "Dyc" Dycus.
[27]Oral Interview, Steve Johston, Arlington Municipal Airport historian.

[28]Oral Interview, Hill Goodspeed, historian Pensicola Naval Air Museum.
[29]Greif, Martin. The New Industrial Landscape: The Story of the Austin Company. (Clinton, New Jersey: The Main Street Press, 1978), p. 35.
[30]Greif, Martin. The New Industrial Landscape: The Story of the Austin Company. (Clinton, New Jersey: The Main Street Press, 1978), p. 58.
[31]Greif, Martin. The New Industrial Landscape: The Story of the Austin Company. (Clinton, New Jersey: The Main Street Press, 1978), p. 61.
[32]Greif, Martin. The New Industrial Landscape: The Story of the Austin Company. (Clinton, New Jersey: The Main Street Press, 1978), p. 129.
[33]Greif, Martin. The New Industrial Landscape: The Story of the Austin Company. (Clinton, New Jersey: The Main Street Press, 1978), p. 132.
[34]Bockman, Marc. The National Gypsum Company Story. (Dallas, Texas: Taylor Publishing Company, 1990), p. 112.

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Arlington Times, 27 May 1943.

Arlington Times, 24 June 1943.

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Arlington Times, August 1943.

Arlington Times, 12 August 1943.

Arlington Times, 15 September 1943.

Arlington Times, 23 September 1943.

Arlington Times, 7 October 1943.

Arlington Times, 9 December 1943.

Arlington Times, 23 December 1943.

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Arlington Times, 1 June 1944.

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Dycus , "Dyc" Julius Young, served at NAAS Arlington for three months in 1944. phone #(360)435-2595. Oral interview at Arlington, February 6, 1995.

Dycus, Sylvia. Dyc's wife and early Arlington resident. phone #(360)435-2595. Oral interview at Stillaguamish Valley Museum, February 6, 1995.

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Photos by J. Boyd Ellis, Stillaguamish Valley Pioneer Museum, Arlington, WA

University of Washington, Special Collections.

VERBAL BOUNDARY DESCRIPTION

The nominated property is contained within a triangular parcel and bound by UTM coordinates, as indicated on the map and on the following page.

BOUNDARY JUSTIFICATION

Though new construction and alterations cited have contributed to the loss of some of the original character of Arlington Air Station, a continuity in land use patterns has preserved an operational air field with its original structures of warm-up apron, runways/taxiways and staging area along with the 3 core contributing buildings of the original complex --- the airplane hangar, engine maintenance/overhaul building and ground training facility. The boundaries of the nominated area delineate that portion of the original air station which includes the significant concentration of core extant historic buildings and structures and reflects the air station's character and use, particularly during its period of significance from 1942 to 1945. The areas of the air station not included in the nominated parcel include 8 contributing historic buildings discontiguous from the core historic buildings and the infill of modern noncontributing buildings and structures that diminish the integrity of a larger historic district.

UTM:

1) 10/ 561600 5334520
2) 10/ 562250 5335340
3) 10/ 562990 5335440
4) 10/ 563220 5334260
5) 10/ 562820 5333600

Historic Photographs

Photo # 1: Hangar
Naval Auxiliary Air Station, Arlington
Snohomish County, Washington
Photographer: Ellis (historic negative #1840)
Date: ca. 1945
Location of original negative: Stillaguamish Valley Museum, Arlington, WA
View: Facing Northeast from Warm-up Apron

Photo #2: Hangar
Naval Auxiliary Air Station, Arlington
Snohomish County, Washington
Photographer: Ellis (historic negative #1827)
Date: ca. 1945
Location of original negative: Stillaguamish Valley Museum, Arlington, WA
View: Facing South

Photo #3: Warm-up Apron
Naval Auxiliary Air Station, Arlington
Snohomish County, Washington
Photographer: Ellis (historic negative #1838)
Date: ca. 1945
Location of original negative: Stillaguamish Valley Museum, Arlington, WA
View: Facing Northeast towards Hangar

Photo #4: Ground Training Building
Naval Auxiliary Air Station, Arlington
Snohomish County, Washington
Photographer: Ellis (historic negative #1847)
Date: ca. 1945
Location of original negative: Stillaguamish Valley Museum, Arlington, WA
View: Facing Southeast

Photo #5: Public Works Department, example of one of the 9 extant historic contributing buildings located outside of the historic district boundary
Naval Auxiliary Air Station, Arlington
Snohomish County, Washington
Photographer: Ellis (historic negative #1846)
Date: ca. 1945
Location of original negative: Stillaguamish Valley Museum, Arlington, WA
View: Facing Northeast

Current Photographs

Photo #6: Hangar
Naval Auxiliary Air Station, Arlington
Snohomish County, Washington
Photographer: Jeff Thomas
Date: 1995
Location of Neg.: Abrahams Architects/Tangent, 303 East Pine, Seattle, WA 98122
View: Facing Southeast

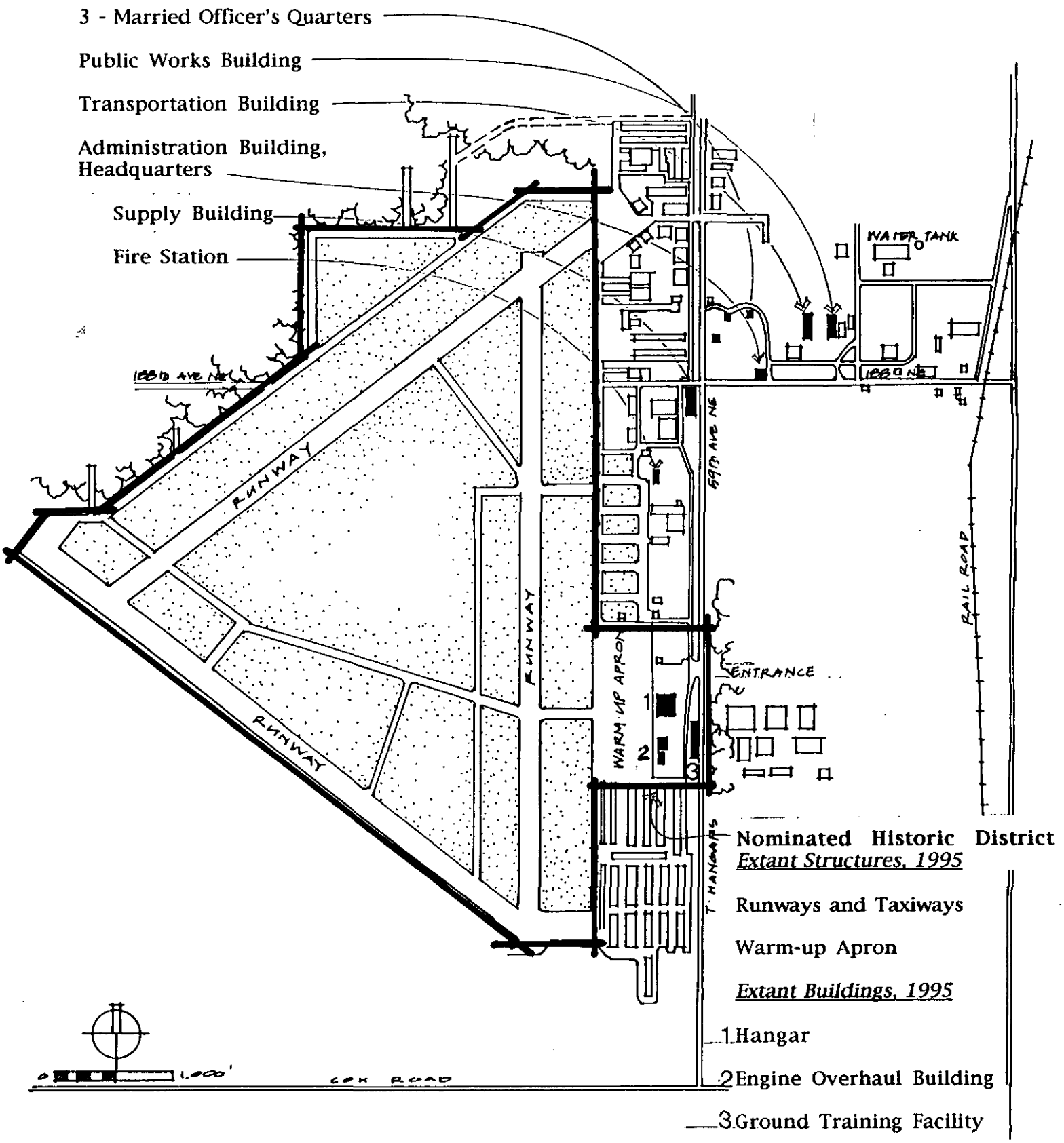
Photo #7: Engine Maintenance/Overhaul Building
Naval Auxiliary Air Station, Arlington
Snohomish County, Washington
Photographer: Jeff Thomas
Date: 1995
Location of Neg.: Abrahams Architects/Tangent, 303 East Pine, Seattle, WA 98122
View: Facing Southeast

Photo #8: Ground Training Building
Naval Auxiliary Air Station, Arlington
Snohomish County, Washington
Photographer: Jeff Thomas
Date: 1995
Location of Neg.: Abrahams Architects/Tangent, 303 East Pine, Seattle, WA 98122
View: Facing Southeast

Photo #9: Public Works Building, example of one of the 9 extant historic contributing buildings located outside of the historic district boundary
Naval Auxiliary Air Station, Arlington
Snohomish County, Washington
Photographer: Abrahams Architects/Tangent
Date: 1995
Location of Neg.: Abrahams Architects/Tangent, 303 East Pine, Seattle, WA 98122
View: Facing Northeast

SKETCH MAP

Naval Auxiliary Air Station, Arlington
Extant Buildings, 1995



SKETCH MAP

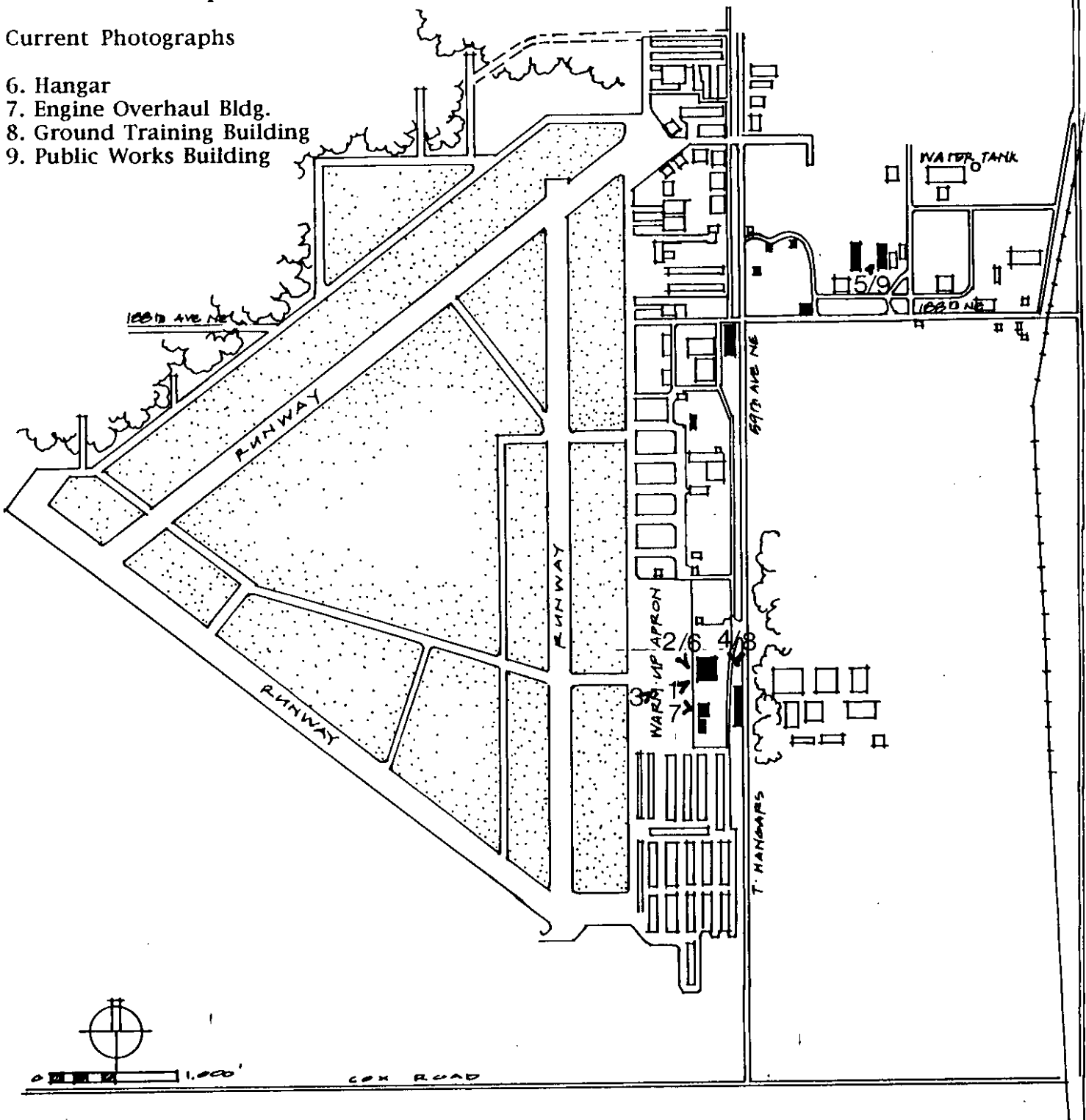
Photograph Locations

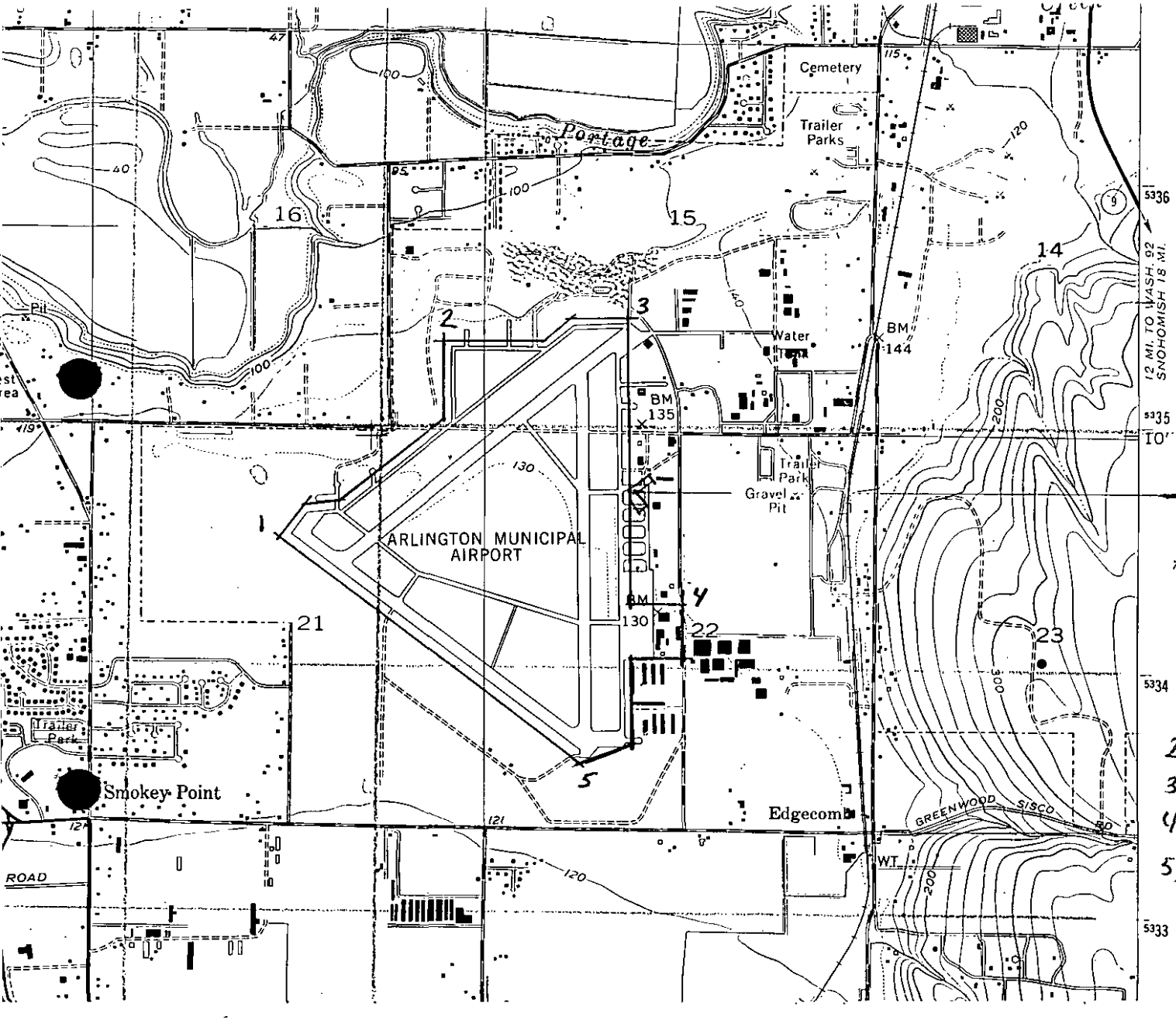
Historic Photographs

1. Hangar
2. Hangar
3. Warm-up Apron
4. Ground Training Building
5. Public Works Department

Current Photographs

6. Hangar
7. Engine Overhaul Bldg.
8. Ground Training Building
9. Public Works Building

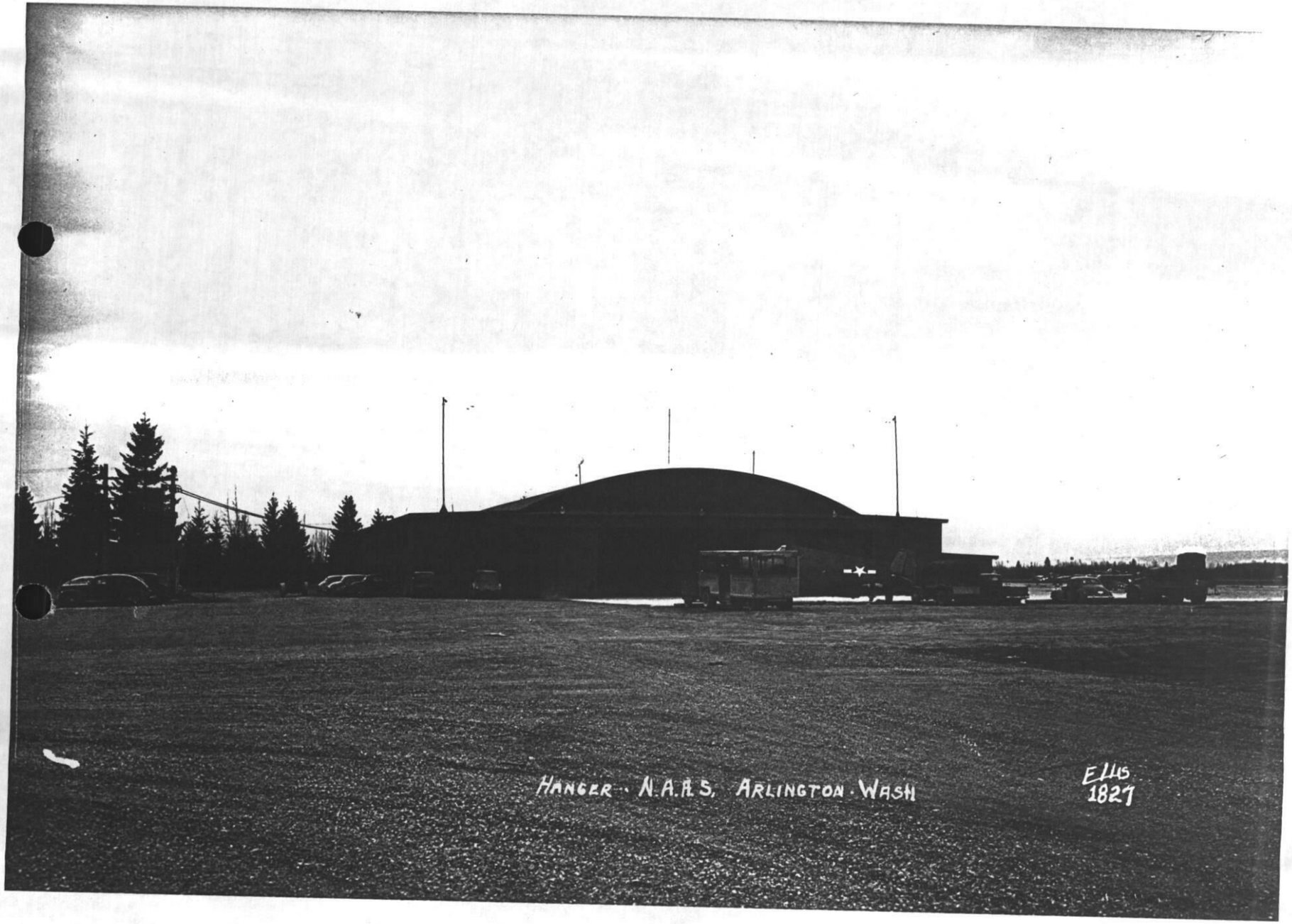




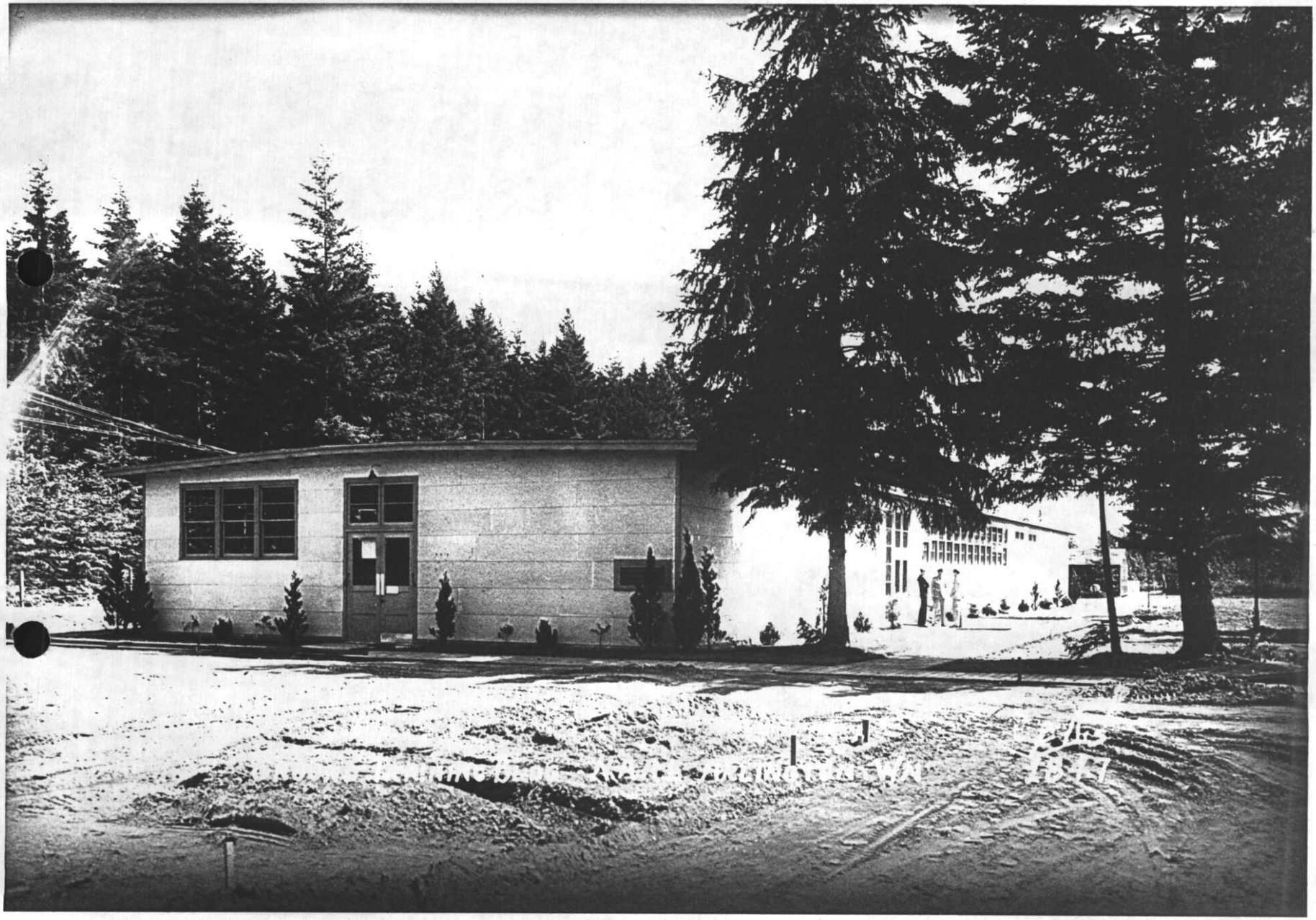
ARLINGTON AIR STATION
SNOHOMISH COUNTY
ARLINGTON, WA.

UTM: 10

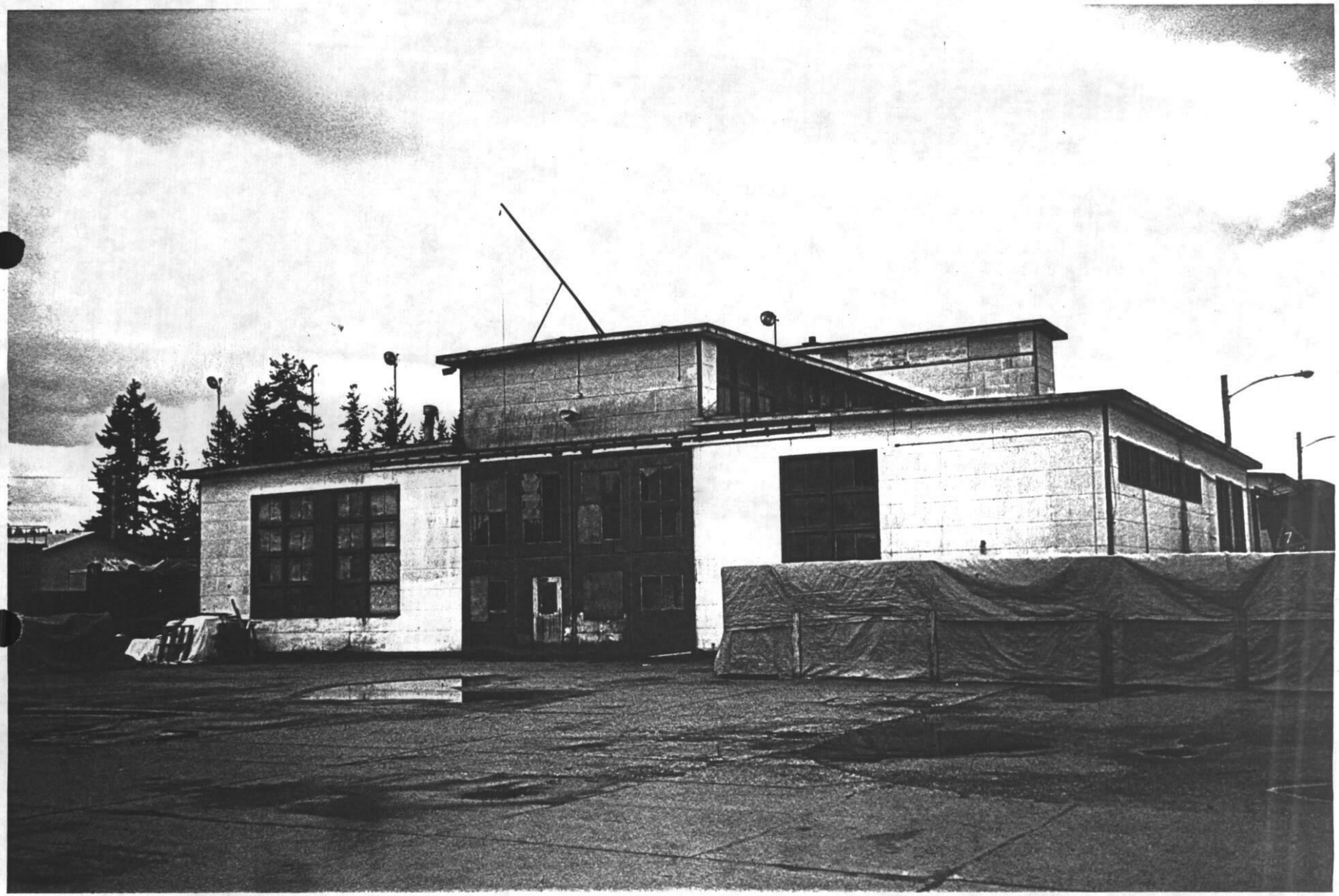
1) 561600/5334520
2) 562250/5335340
3) 562990/5335440
4) 563220/5334260
5) 562820/5333600


HANGER - N.A.R.S. ARLINGTON - WASH
ELLIS
1827

WARM UP APRON - N.A.A.S ARLINGTON - WASH.
Ellis
1838



PUBLIC WORKS DEPT. N.A.A.S. ARLINGTON WN.
Ellis
1846



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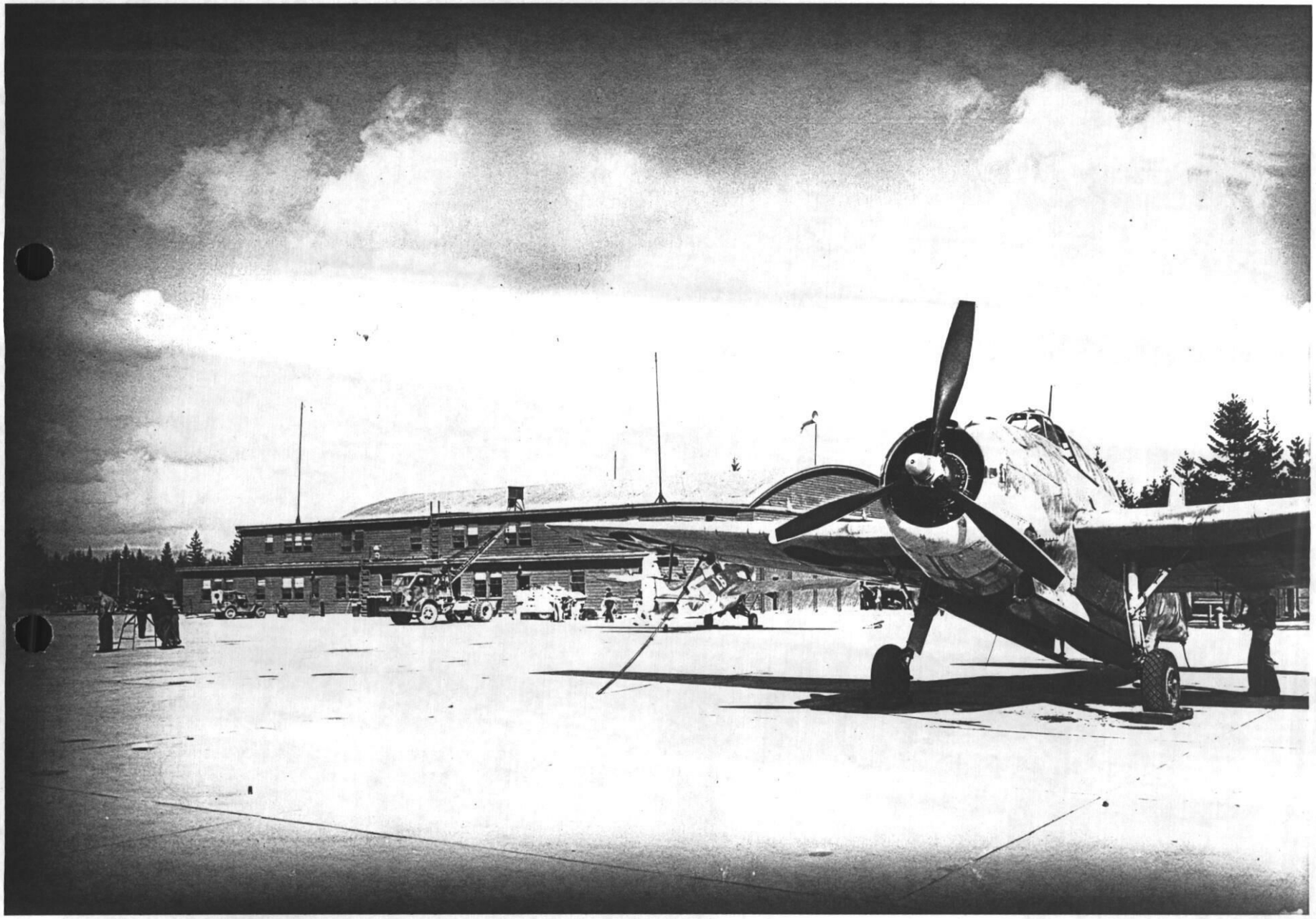

Arlington NAAS
Hangar, exterior

#13

Arlington NAAS
Parachute Building, exterior

Arlington NAAS
Hangar, interior

Arlington NAAS
Hangar, interior

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